
CARMEL CITY CODE
CHAPTER 10: ZONING & SUBDIVISIONS
ARTICLE 2: SUBDIVISION REGULATIONS
CARMEL SUBDIVISION CONTROL ORDINANCE
CHAPTER 6: STANDARDS OF DESIGN

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6.00 Standards of Design.

The final Plat of the subdivision shall conform to the following principles and standards of design:

6.01 General Requirements.¹

- 6.01.01 The subdivision layout shall conform in all essential respects with Ordinance Z-4, as amended, and elements of the adopted Comprehensive Plan for the City of Carmel, Indiana and its jurisdiction.
- 6.01.02 The subdivision layout shall be in full compliance with the provisions of the zoning districts in which it is located and the provisions of the Zoning Ordinance.
- 6.01.03 The subdivision layout shall be designed in accordance with the principles and standards contained in this Ordinance with the objective of achieving the most advantageous development of the subdivision and adjoining areas. However, a minor subdivision shall be exempt from the standards found in *Chapter 7*.

6.02 Suitability of Land.

- 6.02.01 Land subject to periodic flooding as determined by the FW and FP flood plain districts shall not be subdivided for residential occupancy nor for any other use which might involve danger to health, life or property or aggravate the flood hazard, and such land within any proposed subdivision shall be reserved for uses which will not be endangered by periodic or occasional inundation. Land subject to periodic flooding as determined by the FF flood plain district may be subdivided subject to reports, recommendations and approvals from the Indiana Natural Resources Commission.

¹ Section 6.01 amended per Ordinance No. Z-329.

6.03 Street Layout and Design Standards.²

- 6.03.01 The street and alley layout shall provide access to all lots and parcels of land within the subdivision, and where streets cross other streets, jogs shall be created only where essential and appropriate. Street jogs with centerline offsets of less than one hundred fifty (150) feet shall not be permitted.
- 6.03.02 Proposed streets shall be adjusted to the contour of the land so as to produce usable lots and streets of reasonable gradient.
- 6.03.03 Certain proposed streets, where appropriate, shall be extended to the boundary line of the tract to be subdivided so as to provide for normal circulation of traffic within the vicinity. Consideration shall be given to providing access to adjacent, underdeveloped tracts of ground, including temporary vehicle turnarounds where streets are extended to a tract boundary line.
- 6.03.04 Proposed streets in the subdivision shall provide for the continuation of existing, planned, or platted streets on adjacent tracts, unless such continuation shall be prevented due to topography or other physical condition, or unless such extension is found by the Commission to be unnecessary for the coordination of development between the subdivision and such adjacent tract.
- 6.03.05 Wherever there exists a dedicated or platted portion of a street or alley adjacent to the proposed subdivision, the remainder of the street or alley to the prescribed width shall be platted within the proposed subdivision.
- 6.03.06 Minimum rights-of-way and roadway widths for streets shall conform to the Carmel/Clay Thoroughfare Plan, as amended
- 6.03.07 Cul-de-sac streets shall not exceed six hundred (600) feet in length. All cul-de-sacs shall terminate in a circular right-of-way with a minimum diameter of one hundred (100) feet and a minimum pavement diameter of seventy-six (76) feet, or other approved arrangement for the turning of all vehicles conveniently within the right-of-way.

Where cul-de-sac streets extend from another cul-de-sac or dead-end street, the total length of both streets shall not exceed six hundred (600) feet.
- 6.03.08 Alleys shall be discouraged in residential districts but should be included in commercial and industrial areas where needed for loading and unloading or access purposes, and where platted shall be at least twenty (20) feet in width. Where alleys are provided, they shall terminate at streets or in an area with sufficient space for turning around of vehicles. Alleys shall be developed as fully paved surfaces, built in accordance with the standards of the City of Carmel.
- 6.03.09 The centerline of streets should intersect as nearly at right angles as possible, but not less than at seventy-five degrees (75°).
- 6.03.10 At intersections of streets and/or streets and alleys; property line corners shall be rounded by arcs of at least twenty (20) feet radii or by chords of such arcs.
- 6.03.11 If the smaller angle of intersection of two (2) streets is less than ninety degrees (90°), the radius of the arc at the intersection of property lines shall be increased as deemed advisable by the Commission.
- 6.03.12 Intersections of more than two (2) streets at one point shall not be permitted.
- 6.03.13 Where parkways or special types of streets are involved, the Commission may apply special standards to be followed in their design.
- 6.03.14 Whenever the proposed subdivision contains or is adjacent to a railroad right-of-way or a highway designed as a Limited Access Highway by the appropriate highway authorities, provision shall be made for a frontage road or a parallel street at a distance acceptable for the appropriate use of the land between the highway or railroad and such streets.

² Section 6.03 amended per Ordinance No. Z-318; Z-370-02; Z-445-04; Z-457-04; Z-486-06, §a-c.

6.03.15 Curvature measured along the centerline shall have a minimum radius as follows:

1. Arterial Streets: five hundred (500) feet
2. Feeder Streets and Parkways: four hundred (400) feet
3. Residential Streets: one hundred fifty (150) feet
4. Cul-de-sac: one hundred (100) feet

6.03.16 Between reversed curves on streets, there shall be a tangent of not less than one hundred (100) feet on streets with a right-of-way greater than fifty (50) feet. The minimum tangent shall be fifty (50) feet on streets with a right-of-way of fifty (50) feet or less and that are 1250 feet or more in length from intersection to intersection or from intersection to the center point of the circle terminating a cul-de-sac or cul-de-loop. There shall be no minimum tangent on streets with a right-of-way of fifty (50) feet or less and that are less than 1250 feet in length.

6.03.17 Maximum Grades for streets shall be as follows:

1. Arterial Streets: not greater than six percent (6%).
2. Feeder and Residential Streets and Alleys: not greater than eight percent (8%).
3. Cul-de-sac within the turning area: not greater than three percent (3%).

6.03.18 Minimum street grade shall be 0.50 percent ($\frac{1}{2}\%$).

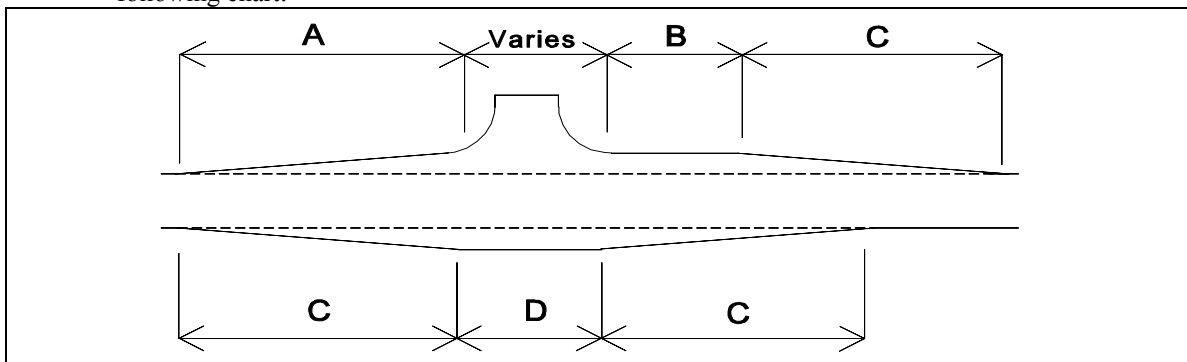
6.03.19 Access to Arterials, Parkways, and Collectors. Where the Subdivision abuts or contains a major arterial, parkway, or collector as designated in the thoroughfare section of the Comprehensive Plan, the Commission shall require that measures be taken to reduce the impact of heavy traffic on the residential lots fronting upon such a thoroughfare, and to afford separation of through and local traffic, through one of the following means:

1. By providing vehicular access to such lots by means of a Frontage Place separated from the thoroughfare right-of-way by a planting strip at least twenty (20) feet in width and connecting therewith at infrequent intervals.
2. By providing vehicular access to such lots by means of a residential Alley running along the rear lot lines of the lots to be served and with vehicular access to such lots from the thoroughfare prohibited by means of a non-access easement at least five (5) feet in width running alongside the thoroughfare right-of-way.
3. By designing lots having access only from a parallel local street or cul-de-sac, and with vehicular access to such lots from the thoroughfare prohibited by means of a non-access easement at least five (5) feet in width running alongside the thoroughfare.
4. By designing lots so they are located not less than two-hundred (200) feet from a major arterial, parkway, or collector thoroughfare and in compliance with section 7.06 of the Subdivision Control Ordinance, pertaining to Standards for Natural Open Space.

The recommendation of the most appropriate method of accomplishing the desired purpose in a specific instance shall be made by the developer and the final decision made by the Commission after giving consideration to topography and other physical conditions, the character of existing and contemplated development in the subdivision and its surroundings, and other pertinent factors.

6.03.20 There shall be no private streets platted in any residential subdivision and every residential subdivided property shall be served from a publicly dedicated street. Streets in commercial or industrial subdivisions shall be reviewed so that proper provisions are made for maintenance and access. A petition for public dedication of private streets at some future time shall not be granted until said streets are upgraded to the then-current specifications and standards for like public streets, with the upgrading cost to be borne by the petitioners. A waiver to allow private streets shall be considered only if the following criteria are met:

1. Street must offer no feasible “through” links for the surrounding transportation network and function as a local street.
 2. Street may not utilize hammerhead street designs.
 3. Street can not obstruct any future connections identified on the Thoroughfare Plan.
 4. Auxiliary lanes (acceleration / deceleration lanes and passing blister) must be provided at the entrance to the street.
 5. All interior street improvements must be designed and installed according to City standards; including right-of-way width, storm drainage, curb and gutter, pavement widths, sub-surface drains, sidewalks, and driveway cuts.
 6. A demonstrated financial guarantee that the home owners’ association will budget for the maintenance and upkeep of all street improvements.
 7. All adjacent pedestrian path stubs must connect. Pedestrian paths must be dedicated or platted in easements to allow public ingress/egress
 8. The following condition of approval is required for any waiver request to permit a private street:
 9. If and when the City is petitioned to take over the private street, said street must be improved to the current governing City standards as determined by the City Engineer prior to acceptance. All required improvements to be at the home owners’ association’s expense unless otherwise waived by majority passage of a resolution of the Carmel City Council.
- 6.03.21 Subdivisions consisting of fifteen (15) lots or more shall have at least two (2) points of access. This access is to be from a through street (feeder, arterial, or collector) or, where the Plan Commission finds it to be appropriate, the continuation of existing, planned or platted streets on adjacent tracts, or the extension of proposed streets to the boundary of the subdivision.
- 6.03.22 Where subdivision access is from a primary or secondary thoroughfare, or a collector street, acceleration/deceleration lanes and a passing lane shall be provided at each intersection per the following chart:



<u>Functional Classification:</u>	<u>Controlling Dimensions</u> <u>(Feet):</u>			
	A	B	C	D
Preliminary Thoroughfare	250	100	150	100
Secondary Thoroughfare	250	100	150	80
Collector Street	100	100	100	60

**Where appropriate right-of-way exists.*

6.03.23 Where a cul-de-sac or single outlet subdivision outlets onto a primary or secondary thoroughfare or collector street, wider street widths and longer acceleration/deceleration lanes than the above minimum requirements may be required by the Commission; based on the standards established in the American Association of State Highway Engineers Manual.

6.03.24 Frontage Place Design. Frontage Places included in residential areas shall conform to the following design requirements: (See *Figure 6-1*)

1. Width. Frontage places shall be at least eighteen (18) feet in roadway width.
2. Planting Strip. Frontage places shall be separated from the thoroughfare right-of-way by a planting strip at least twenty (20) feet in width and extending for the length of one (1) lot past the terminal thoroughfare access points.
3. Fences. Fences shall not be erected within the mandatory twenty-foot (20') planting strip.
4. Length between Access Points. Frontage places shall be neither less than two hundred fifty (250) feet nor in excess of six hundred (600) feet in length between thoroughfare access points, excepting cases in which the total length of the frontage place is less than two hundred fifty (250) feet.
5. Minimum Distance from Intersections. Thoroughfare access points shall be a minimum of two hundred fifty (250) feet from the intersection of major arterials, parkways, and collectors as designated in the thoroughfare section of the Comprehensive Plan. In this case a hammerhead extension shall be permitted which shall conform to the following design requirements:
 - a. Hammerheads shall be at least sixteen (16) feet in width.
 - b. Hammerheads shall be separated from the thoroughfare right-of-way by a planting strip at least twenty (20) feet in width.
 - c. Fences shall not be erected within the mandatory twenty-foot (20') planting strip.
 - d. Hammerheads shall be a minimum of fifty (50) feet across at the end.
 - e. Hammerheads shall accommodate no more than five (5) lots.
 - f. Hammerheads shall be developed as fully paved and curbed surfaces built in accordance with the standards of the City of Carmel as prescribed by the City Engineer.
6. Easement or Right-of-Way Width. Easements or rights-of-way for frontage places shall be twenty (20) feet in width.
7. Terminal Points. Frontage places shall terminate at streets.
8. Design Standard. Frontage places shall be developed as fully paved and curbed surfaces built in accordance with the standards of the City of Carmel as prescribed by the City Engineer.

6.03.25 Alleys. Alleys shall conform to the following design requirements: (See *Figure 6-2*)

1. Width.
 - a. Residential: Twelve (12) feet in pavement width.
 - b. Commercial: Sixteen (16) feet in pavement width.
2. Easement or Right-of-Way Width.
 - a. Residential: Sixteen (16) feet.
 - b. Commercial: Twenty (20) feet.
3. Length. Alleys shall not exceed six hundred (600) feet in length for any given block.

4. Terminal Points. Alleys shall terminate at streets.
 5. Alignment. Where alleys exist on two or more adjacent blocks, they shall be made to align with one another.
 6. *unassigned*.
 7. Parking. Alley parking shall be restricted to garages and paved areas adjacent to garages. On-alley parking shall be prohibited.
 8. Design Standard. Alleys shall be developed as fully paved, uncurbed surfaces built in accordance with the standards of the City of Carmel as prescribed by the City Engineer.
- 6.03.26 Gates. Gates to private streets shall be permitted only when the following criteria are met:
1. Public pedestrian and bike access to & through the site must be provided without obstruction.
 2. Minimum of 60 feet of stacking area shall be provided outside the gate. Stacking area can not be within the Thoroughfare Plan right of way.
 3. Turnaround area with adequate turning radius must be provided (the design vehicle for the turnaround area should be a passenger vehicle.) Turnaround and gate must be located outside of the Thoroughfare Plan right-of-way.
 4. School bus pick-up area must be provided.
 5. Gate and associated structures must be of high quality materials and construction.
 6. Walls or other enclosures must be landscaped and designed with human-scale articulation along their exterior perimeters.
 7. Perimeter wall height shall be as approved by the Commission.
 8. Emergency response access to the development must be provided and approved by all City public safety departments.
 9. Access to other City or County departments must be provided for official business, including, but not limited to building inspections, code enforcement inspections and inspections for tax assessment purposes.
 10. Gates must have no overhead obstructions.
 11. Power must be supplied to the gates at all times.
 12. Under no circumstances shall gated entries be permitted in the area between US 31 – Meridian Street and SR 431 – Keystone Avenue.
- 6.03.27 Walls. Subdivision entry and perimeter walls are permitted; however, no wall or fence which abuts an arterial, parkway or collector roadway shall be constructed primarily of wood. All walls abutting arterial, parkway or collector roadways shall be reviewed and approved by the Commission.

6.04 Blocks³

- 6.04.01 Blocks should not exceed one thousand five hundred (1500) feet in length, or be less than two hundred fifty (250) feet in length between the right-of-way lines. In any residential block more than eight hundred (800) feet in length, a painted crosswalk of not less than ten (10) feet in width may be required where necessary to provide convenient access to schools, playgrounds, shopping centers and other community facilities.

³ Section 6.04 amended per Ordinance No. Z-318.

- 6.04.02 Blocks shall be of sufficient width to permit two tiers of lots of appropriate depth, except where an interior street parallels a Limited Access Highway, a Railroad Right-of-way, or a waterway.

6.05 Lots.⁴

- 6.05.01 All lots shall abut and have access to a street; said lots each having a minimum frontage at the street right-of-way of fifty (50) feet. The required lot width cited in the Zoning Ordinance shall be at the building setback line.
- 6.05.02 Sidelines of lots shall be at approximately right angles to straight streets and on radial lines on curved streets. Some variation from this rule is permissible, but pointed or very irregular lots should be avoided.
- 6.05.03 Double frontage lots (through lots) shall not be platted, except that where required along an arterial street, parkway, or collector, the principal structure shall face such thoroughfares. In that event a non-access easement, at least twenty (20) feet in width, shall be provided along the front of the lot.
- 6.05.04 Widths and areas of lots shall be not less than that provided in the Zoning Ordinance for single-family dwellings for the district in which the subdivision is located, except that when a water main supply system or a sanitary sewer or storm sewer are not available the lot area necessary to install a private water supply or private sewage disposal on the lot in accordance with the Zoning Ordinance regulations shall become the required minimum lot area.
- 6.05.05 Corner residential lots shall be wider and larger than interior lots in order to permit appropriate building setbacks from both streets.
- 6.05.06 Wherever possible, planned and coordinated commercial and industrial complexes, based upon sound development standards, such as those contained in the planned district (B-4 and I-2) regulations in the Zoning Ordinance, should be designed in contrast to the platting of lots for individual commercial and industrial uses.
- 6.05.07 Where lots are located adjacent to arterial, parkway, or collector streets as designated in the thoroughfare section of the Comprehensive Plan, dwellings on such lots shall face such thoroughfares.
- 6.05.08 Perimeter Lots. When perimeter lots within qualifying subdivisions, as described in *Chapter 7*, abut an existing subdivision, they shall comply with one or more of the following requirements:
- a. They shall match the minimum lot area, width and setback requirements that applied to the adjoining subdivision(s), or;
 - b. They shall be separated from adjoining subdivisions through use of project open space, as defined in *Chapter 7*.

6.06 Easements.

- 6.06.01 Where alleys are not provided, easements for utilities shall be provided. Such easements shall have minimum widths of twenty (20) feet and where located along lot lines, one-half of the width shall be taken from each lot. Lots on the outside perimeter of a subdivision, where lots do not abut another subdivision, shall provide an easement fifteen (15) feet in width. Before determining the location of easements the plan shall be discussed with the local public utility companies to assure their proper placing for the installation of such services.
- 6.06.02 Where a proposed subdivision is traversed by any stream, watercourse, or drainageway, the subdivider shall make adequate provision for the proper drainage of surface water, including the provision of easements along such streams, watercourses, and drainageways, in accordance with the standards established by the City.

⁴ Section 6.05 amended per Ordinance No. Z-318; Z-329.

- 6.06.03 Utility easements in private rights-of-way or in common use recreation areas may be constructed in any easements, except in a drainage easement where they would cause an obstruction to a watercourse or to a flow of water. Fences located in easements are subject to removal by persons properly authorized to use said easement.

6.07 Building Setback Lines

Building setback lines shall be as provided in the Zoning Ordinance. Vision clearance shall be shown as required by the Zoning Ordinance where front yards do not provide same.

**CHAPTER 6: STANDARDS OF DESIGN
AMENDMENT LOG**

Ordinance No.	Docket No.	Council Approval	Effective Date	Sections Affected
Z-318	88-96 OA	July 7, 1997	July 7, 1997	ZO 25.2.9; 26.2.7; 26.2.12; 26.2.19 SCO 4.6; 6.3.19; 6.3.24 – 6.3.25; 6.4.2; 6.5.3; 6.5.7
Z-329	10-98 OA	January 4, 1999	January 4, 1999	SCO 6.0; 6.1; 6.5; Chapter 7 ZO 5.0-11.0; 26; 26.2
Z-370-02	132-01 OA	March 18, 2002	March 18, 2002	6.3.6; 8.9 Spring 2002 v1
Z-445-04	04020004 OA	June 21, 2004	June 21, 2004	6.03.19; 6.03.24; 6.03.25; Figures Summer 2004 v1
Z-457-04 Correction to Z-445-04	04020004 OA	October 4, 2004	October 4, 2004	6.03.19 Summer 2004 v1
Z-486-06	05120002 OA	February 20, 2006	March 22, 2006	6.03.20; 6.03.26; 6.03.27 Spring 2006 v1